(d) the measures taken by Government to maintain the past level of profit in future?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SU. THIRUNA VUKKARASAR): (a) Yes, Sir. Shipping Corporation of India's (SCI) gross profit has fallen for the year 2001-2002 as compared to the year 2000-2001. The profit before interest, depreciation & tax for the two years under consideration are given hereunder:

	(Rs. in crore)
Financial Year 2000-01	Rs. 893.9
Financial Year 2001-02	Rs. 667.1

(b) to (d) Shipping is a cyclical business and the main reason for decline in profitability of SCI during financial year 2001-2002 compared to financial year 2000-2001 was a fall in the freight rates in the international market. SCI runs its business on commercial basis and takes commercial decisions, which are best suited as per the market situation. Business operations and profitability are directly related to fluctuations in freight rates.

Navigable Depth in Kolkata and Haldia Ports

1312. SHRI DIPANKAR MUKHERJEE: Will the Minister of SHIPPING be pleased to refer to anser to Unstarred Question 2231 given in the Rajya Sabha on 10th December, 2001 and state:

(a) the status of the approved proposal for improvement of draft in Hooghly Estuary;

(b) whether the project will be completed by May, 2003, as stated; and

(c) if not, the reasons therefor and the expected date of completion of the project?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SU. THIRUNAVUKKARASAR): (a) to (c) For improvement of draught in Hooghly estuary, Government has approved a proposal for execution of River Regulatory Measures at an estimated cost of Rs. 350.84 crores. The various components of the project include:

(i) Capital Dredging over Jiggerkhali Flat including construction of Dyke	Rs. 263.83 crores.
(ii) Trimming of the western face of Nayachara Island	Rs. 26.53 crores
(iii) Construction of a guide wall at the southern end of Nayachara Island	Rs. 41.10 crores

(iv) Bank Protection work between Sondia Column and the river Haldi — Rs. 16.64 crores

(v) Instrumentation and Monitoring studies — Rs. 2.74 crores

Tenders for the first two components, namely, 'Capital dredging over Jiggerkhali flat including construction of dyke' and 'Trimming of the western face of Nayachara island' were issued on five occasions as a single package but had to be discharged for various reasons such as modification of pre-qualification criteria, modification of financial turn over criteria of tenderers, non-availability of bidders with specified working experience using Geo-tubes for construction of dykes, apprehension of bidders regarding reasonableness of time limit for work. Due to its inability in freezing the techno-commercial deviations put forward by the bidders, Kolkata Port Trust has engaged National Institute of Ocean Technology (NIOT), Chennai as consultant to review/refine the project in the light of present hydro-dynamic conditions of Hooghly estuary as well as to revise the technical part of the tender document after finalising the recommendations. NIOT have already started the work of reviewing the scheme and their report is expected by the end of December, 2002. The contract packages for third and fourth components of the project, namely, 'construction of a guide wall at the southern end of Nayachara Island' and 'bank Protection work between Sondia Column and the river Haldi' are ready but it has been decided to defer placement of work order till the finalisation of first package to avoid any mismatch between major components of the work. As such, it is not possible to complete the project by May, 2003 as envisaged earlier. Expected date of completion of the project can be assessed after receiving the report of NIOT.

Revamping of Inland Water Transport Corporation

1313. SHRI BACHANI LEKHRAJ: Will the Minister of SHIPPING be pleased to state:

(a) whether Government have any proposal to revamp Inland Water Transport Corporation (CIWTC);

(b) whether Government also propose to go in for a large scale privatisation of the inland waterways transport sector; and

(c) if so, the rational behind this plan and the type of financial incentives to be provided for procurement of modern fleets by the private operators?